

# The Hongkong Telegraph

ESTABLISHED 1881.

B. F. TAYLOR,  
Steamer.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

NEW SERIES No. 1865. 日三十月五七十二年光

FRIDAY, JUNE 28, 1901.

五拜禮 號八廿月六英港香

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS CO.,  
LIMITED, LONDON.  
DODWELL & CO., LIMITED,  
General Managers.

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1886.  
CAPITAL SUBSCRIBED ..... Ven 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies—  
TOKIO ..... KOREA  
NAGASAKI ..... LONDON  
LYONS ..... NEW YORK  
SAN FRANCISCO ..... HONOLULU  
BOMBAY ..... SHANGHAI  
TIENTSIN ..... NEWCHWANG  
LONDON BANKERS—  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG BRANCH—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" " 4 "  
" " 3 "  
TARO HODSUMI,  
Manager.

Hongkong, 17th April, 1901. [11]

IMPERIAL BANK OF CHINA.  
ESTABLISHED BY IMPERIAL DECREE  
OF THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000  
Head Office—SHANGHAI.

Branches and Agencies—  
CANTON ..... PEKING  
CHEFOO ..... PENANG  
CHINKIANG ..... SINGAPORE  
CHUNKING ..... TIENTSIN  
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3% per Annum. Fixed Deposits for 3 months  
4% " " 6 " " 31 "

5% " " 12 " " 21 "  
E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £573,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT AT THE RATE OF 2 PER CENT.  
per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" " 6 " " 31 "  
" " 3 " " 21 "  
T. P. COCHRANE,  
p. Manager.

Hongkong, 22nd May, 1901. [35]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—  
Chair Kit Shan, Esq. | C. Ewens, Esq.  
Chou Fung Shang, Esq. | J. T. Lauts, Esq.  
Chief Manager—  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 20th December, 1899. [8]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND—  
Sterling Reserve ..... \$10,000,000 } \$13,000,000

Silver Reserve ..... \$ 3,000,000 }

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.

Hon. J. J. BELL-IRVING, Deputy Chairman.

A. Haupp, Esq.

D. M. Moses, Esq. | N. A. Siebs, Esq.

A. J. Raymond, Esq. | H. W. Slade, Esq.

R. L. Richardson, Esq. | H. E. Tompkins, Esq.

H. Schubart, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER—  
Hongkong—Sir THOMAS JACKSON.

MANAGER—  
Hongkong—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,  
Chief Manager.

Hongkong, 4th June, 1901. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

T. JACKSON,  
Chief Manager.

Hongkong, 4th October, 1900. [10]

GREEN ISLAND CEMENT COMPANY  
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$8.80 per Bag of 250 lbs.

SHIENW, TOME & CO.,  
General Manager.

Hongkong, 1st June, 1901. [10]

## Mails.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
LONDON ..... Japan ..... C. C. Talbot, R.N.R. .... 11 A.M., 29th June. Freight or Passage.  
YOKOHAMA ..... Malacca ..... E. G. Andrews ..... 1 P.M., 29th June. Freight or Passage.  
SHANGHAI ..... Bengal ..... S. Bachman ..... About 5th July. Freight or Passage.  
LONDON, &c. ..... Chusan ..... C. L. Daniel ..... Noon, 6th July. Freight or Passage.  
See Special Advertisement. (Passing through the Inland Sea).  
Via SHANGHAI, MOJI and KOBE.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th June, 1901.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA, AND BALTIc PORTS;  
Also  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES  
KIAUTSCHOU, Hamburg-Amerika Linie ..... THURSDAY, 11th July.  
BAVARIA ..... THURSDAY, 25th July.  
STUTTGART ..... THURSDAY, 8th August.  
KONIG ALBERT ..... THURSDAY, 22nd August.  
PRINZESS IRÈNE ..... THURSDAY, 5th September.  
PREUSSEN ..... WEDNESDAY, 2nd October.  
HAMBURG, Hamburg-Amerika Linie ..... WEDNESDAY, 16th October.  
SACIUSEN ..... WEDNESDAY, 30th October.  
KIAUTSCHOU, Hamburg-Amerika Linie ..... WEDNESDAY, 13th November.  
BAVARIA ..... WEDNESDAY, 27th November.  
STUTTGART ..... WEDNESDAY, 11th December.  
KONIG ALBERT ..... WEDNESDAY, 25th December.  
PRINZESS IRÈNE ..... WEDNESDAY, 22nd January, 1902.  
PREUSSEN ..... WEDNESDAY, 5th February, 1902.  
HAMBURG, Hamburg-Amerika Linie ..... WEDNESDAY, 19th February, 1902.  
SACHSEN ..... WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 11th day of July, 1901, at NOON, the Steamer "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on TUESDAY, the 9th July, and Cargos and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 27th June, 1901.

No. 75.

Telephone No. 75.

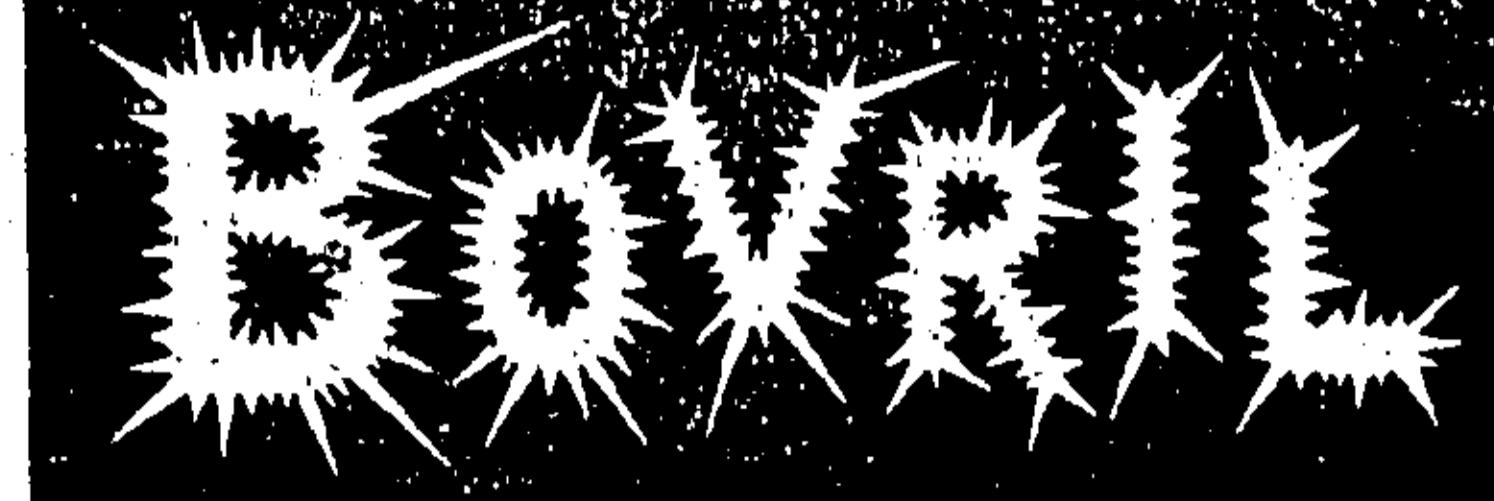
Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

## Intimations.

Bovril Promotes Energy and takes away  
that tired feeling which life in the East produces.  
Unrivalled for Athletes and persons  
of either sex cultivating physical strength.  
To be obtained at all Stores, Chemists and  
Hotels throughout Hongkong, China and Japan.

[287c]



BOVRIL PROMOTES HEALTH,  
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS CO., LTD., LONDON,  
CONTRACTORS TO H.M. GOVERNMENT.  
MANUFACTURERS OF THE  
Best Qualities of ASBESTOS GOODS and PACKINGS.  
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.  
"VICTOR" METALLIC BOILER JOINTS.  
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.  
ESTIMATES given for every DESCRIPTION of WORK.  
CHIEF SUPERINTENDENT ..... THOMAS SKINNER.  
SUPERINTENDENT ..... ARCHIBALD RITCHIE.  
DODWELL & CO., LIMITED, General Managers.

[17] FRUIT SYRUPS.

Composed entirely of the Pure Juices of Californian  
Fruits and Pure Crystal Sugar. Mixed with any Aerated

Water they make a most wholesome and refreshing Summer

Beverage. Just the thing for the Climate.

CALDBECK, MACGREGOR & Co.,  
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 25th June, 1901.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA  
(OR MITSUI & Co.)

HEAD OFFICE—43 SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE—34, LIME STREET, E.C.  
HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chonmipo, Yokohama, Yokosuka, Nagoya, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, arsenals and Railway  
Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and  
SOLE AGENTS for Fukumo, Hokoku, Ichimura, Kanada, Kishima, Manoura, Onoura,  
Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.

Hongkong, 17th June, 1901. [563c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUCE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION  
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale  
by

THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.

[21] 12th October, 1898.

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUP

To-day's  
Advertisements.

## NOTICE.

FOUND IN QUEEN'S ROAD CENTRAL on the 15th of May last, a GOLD BROOCH, Branch and Leaf pattern, set with small Pearls. The Loser may recover the same by applying to the CAPTAIN SUPERINTENDENT OF POLICE. Hongkong, 28th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

DURING my TEMPORARY ABSENCE from the Colony, Mr. P. DE CHAMPMORIN will assume the charge of the above Company's Agency at this Port.

G. de CHAMPEAUX,  
Agent.

Hongkong, 28th June, 1901. 1677c

## HONGKONG WATER POLO ASSOCIATION.

ENTRIES FOR THE SHIELD COMPETITION CLOSE ON SUNDAY, the 30th instant.

A. E. ALVES,  
Hon. Secretary.

Hongkong, 28th June, 1901. 1678c

## FOR SALE.

THE German Steamer

"MUENCHEN,"

4,536 tons gross, 2,855 tons net, as she now lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board. For Particulars and Inspecting Order, apply to

MELCHERS & CO., Agents,

NORDDEUTSCHER LLOYD.

Hongkong, 28th June, 1901. 1679c

## Intimations.

## EYE-SIGHT.

Mr. N. LAZARUS, Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central. (R. HOUGHTON & CO.) (Nearly opposite the HONGKONG HOTEL.) Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[1453b]

A. S. WATSON & Co., LIMITED.

## ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY, at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY. Hongkong.

## BIRTH.

At Fontenoy, Northam Road, Penang, on 18th June, the wife of A. M. DURLER, of a son.

**The Hongkong Telegraph**

HONGKONG, FRIDAY, JUNE 28, 1901.

## NOTES AND COMMENTS.

**Skyscraper Buildings.** We must congratulate the Hon. F. H. MAY upon the motion which he brought forward at yesterday's meeting of the Sanitary Board on the subject of lofty buildings. The manner in which houses are being run up to three and four and even five stories all over the Colony is scandalous, particularly when one takes into account the fact that not only are many of these lofty dwellings fronting upon very narrow streets, but that the Chinese are adding additional storeys to old which, in many instances, are not fit for extra weight and must sooner

or later, result in a series of collapses and probably loss of life.

Mr. MAY's motion to restrict the height of houses to one and a half times the width of the road, exclusive of the footpath, is a very wise one and a step, in the right direction. Had we broad streets and lanes houses could, we admit, be run up to a great height without much danger to public health, but our city has been laid out upon very niggardly lines as regards street and lane areas, practically no breathing spaces have been reserved, and the piling of one storey upon another simply means that so many more people consume the air of which there is at present too little, and the light, the greatest of purifiers and disinfectants is totally excluded from the dwellers on the lower floors.

But Mr. MAY had of course to put in a word for the much abused Government when it was pointed out to him that he was simply proposing a matter which had before been brought forward by the Board, shelved for two years, and then utilised so as to be of no possible benefit to those in whose interests it was brought forward. His excuse savoured too, of "anxious consideration" of which we have heard so much of late. According to Mr. MAY, one would be led to believe that no Governor can look into any common sense measure until he has been here a year or two. He quite forgot to say why, but that we suppose is still a question that requires further "anxious consideration" before it can be answered.

But leaving Mr. MAY at the Government apologist alone, we sincerely hope that the present suggestions will be allowed by the Government to become law. At all events, even Mr. MAY must admit that the Governor has now been here quite long enough to allow of his tackling the subject without propriety.

Mr. OSBORNE'S PRIVATE HOSPITAL.

Our Kowloon readers will be pleased to see that there is a prospect of Mr. OSBORNE'S plague hospital being removed from their midst. We were very much surprised at such a proposal, being brought forward, and still more surprised at its receiving the sanction of the Board. But the Board doesn't live in Kowloon and so Kowloon residents may go, hang for all it cares. We never hear of proposed plague hospitals at the Peak where the taipans live, and it does seem rather a sham that the poorer Europeans should never be taken into consideration. As for the proposed private hospital, it was solely and simply for the good of Godown Company, good that it was proposed, and solely and simply for the good of that Company that it was carried.

Looking at the matter in this light, it would suggest itself to most people that Mr. OSBORNE'S sudden change of front as regards the treatment of Chinese plague cases in their own homes was simply for the good of the Godown Company which he has the honour to represent. At all events, it is a significant fact that the change of view of Mr. OSBORNE was coincident with a feeling of unrest amongst the Godown coolies. It is straws like this that show which way the wind blows.

## LOCAL AND GENERAL.

ITEM.—The dredger *Canton River* had not been raised up to the time of going to press.

We remind our readers that according to advertisement elsewhere, entries for the Water Polo competition close on Sunday the 30th inst.

THE Sanitary Board closed a well at No. 14, Des Vœux Road, as the water was proved unfit for potable purposes and liable to prove injurious to health.

A NEW steamer, the *Nanshan*, belonging to the "Shan" line of steamers owned by Messrs. Bradley & Co., arrived here yesterday. Her former name was the *Robert Harrington*.

THE premises known as Wild Dell, East Point, having been declared by Dr. Clark not to be fit for human habitation, the premises were declared closed until further notice, by order of the Sanitary Board.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

WE hear, says the *Pitang Gazette*, that the s.s. *Catherine Apear*, which arrived here on the 16th from Galle, had no less than 637 sheep, 237 goats, 3 buffaloes and 1 cow washed overboard, all of which were consigned to Penang and intended for this port and the Native States. The *Catherine Apear* arrived in Hongkong on the 26th inst.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

## PROGRAMME.

1. Selections. "The Shop Girl" ... Carroll. 2. Song. "Abide with me" ... Little. 3. Waltz. "Duetten" ... Strand. 4. March. "The Royal Standard" ... Schlesinger. 5. Selections. "Soir Toy" ... Jones. 6. Moreau's Odeletta" ... Corlett solo. 7. "God save the King."

WE are very pleased to see that the watchmen employed by two or three firms in Queen's Road are stopping coolies and others from loitering and gaping in front of shop windows. If this were done by a few more shops and offices in the town, the footpath would soon be used for its proper purpose, to walk on, not to meander over and collect in groups, to the inconvenience of people with definite business.

A REGULATION has been put into force preventing people from boring holes in kerosine tanks and thereby extracting oil whilst the tins are lying in boats or lighters on the river. The various amphoras have received orders to see that this is strictly enforced. Nevertheless a Chinaman was seen hard at work, quite recently, says the *Siam Observer*, perpetrating this swindle, right in front of the Harbour Master's Office.

It is rather rough of the Gymkhana Committee to be gulling the public as they have been to-day. We met a sandwichman this afternoon calmly parading the town with two big placards announcing the fact that "A Gymkhana will be held to-day." By the time we had chartered a ricksha, paid the fare in advance (for the coolie knew us by sight and wouldn't carry us otherwise) we found that a little lower down the placard said something about Saturday. By the time we had got out of the ricksha and found somebody who knew what day of the week it was we had wasted half-an-hour. Then we came back to our sanctum and said unkink things about all Gymkhanas and their Committees from the days of Noah!

WE would call the attention of our readers to the offer of a prize of fifty dollars, made in our leader column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. to-morrow. All articles to be addressed to—

The Editor, "Hongkong Telegraph," 50, Queen's Road Central.

ARMY REFORM. DEBATE IN THE HOUSE OF LORDS.

LONDON, June 26th.

In the course of a debate on the Army in the House of Lords, Lord Raglan said that if the present recruiting inducements were found to be insufficient, the Government would not hesitate to submit proposals necessary to secure an efficient Army.

LATER.

PARLIAMENT. MINISTERIAL LAXITY.

The Ministerialists, relying upon the largeness of their majority, have latterly become very slack in their attendance at the House, and as a result some narrow majorities have been recorded. The Whips threaten to issue a black list of absenteers.

MR. KRUGER.

Mr. Kruger is visiting Rotterdam. He has met with a great ovation.

ANTI-CLERICAL MOVEMENT IN SPAIN.

The Anti-clerical movement in Spain is growing in violence.

WTATHER REPORT.

The Observatory report says:

On the 28th at 12.10 p.m. the barometer has risen slightly on the China coast. Pressure is highest over the Pacific to the S. Japan, lowest over Central China. Gradients slight for S. winds on the coast and in the N. part of the China Sea. Forecast: Moderate S. winds, gradually shifting.

At the Sanitary Board Meeting held yesterday afternoon Beaconsfield Arcade was declared fit for habitation and accordingly the premises were ordered to be released.

It is really quite distressing to hear that the Sanitary Board don't think Chinese ladies wash. And some of them married men too! Dear dear, what is the world coming to? when ungentlemanly statements like this are made in public?

WE have been misinformed that to-morrow, Saturday, will be kept as a public holiday, in honour of the raising of the Government Dredger. This is absolutely untrue. On enquiry we learn that, on further consideration, the date of upheaval is postponed till the anniversary of its turning turtle.

## SPORTING-NEWS.

Below we give the full programme of tomorrow's Gymkhana Meeting. It will be seen that the committee have arranged for three racing events pure and simple, and three of those fearful and wonderful performances of ladies and gentlemen that, through the unbroken effects, are amusing, if not edifying, to the spectators; passing over the last mentioned items we come to the first serious event of the day. That is the one mile handicap. It is a great pity that Glory and Kismet were not entered for this race, as we should have there been treated to a battle of the giants. As it is the entries total three i.e. Lady Mary, Loyalist and Innocent. We may dispose of Innocent as being outclassed, the question remains will girls' differences in the weights equalise matters between, Lady Mary and Loyalist. We do not think it will, and quite expect the Black Jacket and Green Sleeves of Mr. A. H. Rennie to come romping home on

## "LADY MARY."

In arriving at this opinion we take into consideration that Lady Mary will be in the capable hands of Mr. Master, who with a good mare under him should stall off any rush of Mr. Cruickshank on Loyalist.

The next sporting event is the steeplechase with three entries, and this, like all races of this description, is an open question. Mr. A. Cox up on Arrogant will assuredly go at anything and if Arrogant only knew enough would win. We do not think much of Treacle's chance, even with Mr. Cruickshank riding. Mr. May on Bengal will come safely through the course. With the fear in our eyes of Arrogant running off or refusing we fancy

## "BENGAL."

The most interesting race of the day will be the half-mile, and the man who finds the winner should pocket a good stake. One of the most important factors in a short race is the rider; we append the following:—

## "FAVOURITE ROSE."

The arrangements will be well carried out by the efficient committee as published, and anyone who wishes to venture a dollar or two on fancy will be able to have a good run for his money.

## EVENTS.

ONE MILE HANEICAP; for all Walkers. Four to start or no race; entrance, \$3.00; 1st prize presented by the Hon. J. J. Bell-Irving. 2nd prize, \$2.00.

Mr. David's ch. g. Loyalist, 1st 10th. Mr. Rennie's b. m. Lady Mary, 1st 12th. Mr. White's br. g. Innocent, 1st 12th.

LADIES' NOMINATION.—Despatch Race; entrance, \$1.00; prizes from Gymkhana Fund. A receives a despatch, runs 100 yards and hands it to B. B. mounts his pony and rides halfway round the Course, dismounts and gets on bicycle on which he rides to a point 100 yards from winning post, hands despatch to lady seated in Ricksha who is dragged in by A. B. pushing behind: mafoos allowed; competitors provide their own Rickshas.

Capt. The Hon. H. W. Trefusis, A.D.C., and Mr. Cruickshank and Mr. Lyon.

Capt. Des Vœux R.E., and Mr. Bingay, R.E. STEEPELCHASE.—For all ponies 14.2 and under. Over the Steeplechase Course; Catch Weights over 11 st. 7 lbs. Entrance, \$2.00; 1st Prize presented, 2nd Prize, \$2.00.

Mr. White's b. g. Arrogant. Mr. Cruickshank's wh. g. Treacle. The Hon. F. H. May's b. g. Bengal.

LADIES' NOMINATION.—Cigar and Umbrella Race; gentleman rides to lady and dismounts; she hands him a cigar and lights it, then hands him an open umbrella; he mounts and finishes round a post and back, cigar alight and umbrella open; no mafoos allowed. Prizes presented by Hon. F. H. May, C.M.G.

HALF MILE RACE; for all ponies 14.2 and under; weight for inches as per scale of 1901 race meeting. Entrance, \$3.00; 1st prize, \$1. Cup presented by D. Gillies, Esq.; 2nd prize, \$2.00.

Mr. David's ch. g. Loyalist, 1st 13th. Mr. Gunner's br. g. Favorite Rose, 1st 13th. Capt. Warren's b. g. Kangaroo, 1st 13th. The Hon. F. H. May's ch. g. Hoodoo, 1st 7th. Mr. White's b. g. Arrogant, 1st 10th.

CHAIR RACE; for soldiers and sailors in costume; four men to a chair; 1st prize, \$2.00; 2nd prize, \$1.00; extra prize of \$5.00 for best turn-out; competitors provide their own chairs. Occupant of chair to scale: 9 st.

## BOWLS AT SWATOW.

A very interesting game of bowls was played on the evening of 25th at the Swatow Customs Bowling Alley, between picked teams from the Customs and Shipping. The Customs was captained by Mr. Bryant (I.C.C.) and the shipping by Mr. McFaggart of China Merchants. The Customs led slightly in the first part of the game, but owing to the brilliant display of Captain McFaggart, the shipping won a very interesting and close game by two points; after the game the teams and friends met in a convivial gathering, three cheers being given for the winners.

Skyscraper Buildings. We must congratulate the Hon. F. H. MAY upon the motion which he brought forward at yesterday's meeting of the Sanitary Board on the subject of lofty buildings. The manner in which houses are being run up to three and four and even five stories all over the Colony is scandalous, particularly when one takes into account the fact that not only are many of these lofty dwellings fronting upon very narrow streets

the only way to proceed would be to erect a skylight in the roof. It had since suggested to him that this proposal had better be embodied in the recommendation of the sub-committee looking after these affairs, and he therefore withdrew his motion.

THE HEIGHT OF BUILDINGS.

The Hon. F. H. May, pursuant to notice, moved—

"That the Board urge the Government to insert in the Building Ordinance or otherwise enact without undue delay the following provisions:

"(1) No building shall exceed in height 12 times the width of the street upon which it fronts, as measured from the outer edge of the foot-path on one side to the outer edge of the foot-path on the opposite side. The width of any street which is not provided with a foot-path shall be the shortest distance measured between the main walls of the buildings on the opposite sides thereof, or the Building Line as determined by the Director of Public Works where there is no building opposite.

"(2) No verandah shall be erected in any street of a less width than fifty feet nor in any street which is not provided with a foot-path of the width of to feet on that side of the street on which it is proposed to erect the verandah.

"(3) No balcony shall be erected in any street of a less width than 30 feet nor in any street which is not provided with a foot-path of a width of four feet six inches on that side of the street on which it is proposed to erect the balcony."

In proposing the motion Mr. May said that by a former regulation of the Board in connection with the Insanitary Properties Bill, which became law in 1892, it was recommended that the height of all buildings to be erected in future should not exceed one and a half times the width of the street on which they fronted. That recommendation called forth a good deal of opposition from property owners, with the result that in the Ordinance as finally passed the provision was only made to apply to houses erected on land purchased or acquired from the Crown subsequent to the passing of the Ordinance. In this concession the Board agreed, and in doing so was very wrong. Mr. May had resisted his acquiescence in that concession more than anything he had done for the last eight or nine years. On 1st February the sub-committee of the Board which was appointed to draw up a scheme of sanitary improvements for the City of Victoria repeated the same recommendations, and in support of the proposition to restrict the height of buildings Mr. May read a few extracts dealing with the density of the population and the increase of the death-rate.

He went on to point out that it had been proved in England that whereas the death-rate of rural England is only 16 per 1,000 the death-rate of urban England is 22 per 1,000. He believed this matter of restricting the height of buildings was under the consideration of the Government, whose attention had been drawn, since the sub-committee submitted its report on 1st February, to the great obstruction caused by verandahs and balconies. As the result of this, he had come to the conclusion—and hoped the Board would agree with him—that to restrict houses to one and a half times the width of the street on which they front was not sufficient. He based his arguments on the example afforded by Queen's Road. This was called a fifty-foot street, and under the existing law houses could be erected on it to a height of seventy-six feet. Now the roadway in Queen's Road only measured thirty feet across, ten-feet on each side being taken up by pathways which were covered over by verandahs. He asked any man of common sense to contemplate the condition of this city when a street like Queen's Road, the width of which only measured thirty feet, verandahed on each side as it would be unless measures were taken to stop it. With houses seventy-six feet in height, how much sunlight would ever reach the ground floors, perhaps even the second floors—of such houses. The object of sections 1 and 2 of his resolution (which he would like to make one of the Board will permit him) was that Queen's Road, for the purpose of the first paragraph of section 1, should be regarded as a street of thirty feet, and not as a street of fifty feet. The result of this would be that the houses would be limited to a height of forty-five feet—just about the height of three-storeyed buildings. He pointed out that such houses would be quite high enough for that street, seeing that, if there were verandahs on both sides, to make them any higher would be an insanitary thing to do. A lane which is one inch over fifteen feet in width could be, said Mr. May, overshadowed on both sides by houses forty feet in height. This thing would go on, too, unless some one steps in and stops it. Since this resolution was circulated he had amended sub-sections 3 and 4, the object being to further restrict verandahs and balconies and to give more ventilation and air to domestic dwellings. This provision, if it came into force of law, would undoubtedly excite great opposition, and owners of properties would try out for compensation. On that point Mr. May said: If a man, say in Queen's Road had erected already a house fifty-five feet in height, and you stepped in and said—"For every house coming down you shall not erect another in its place of a greater height than forty-five feet," then in his opinion such a man would have an equitable claim for compensation, and he ought to get it. But if a man had a house not over forty-five feet high, you simply make a law to say—"When you erect other houses you shall not exceed forty-five feet." He could not see that that man, either in law or equity, had any claim to compensation. He did not want to take away from any man what was legally or justly his, but this was, he thought a common-sense way of looking at it. He was perfectly convinced that this question of limiting the height of buildings—limiting them further than the existing law demands, was one which must be tackled sooner or later. They could not always allow houses to be erected in this colony to the height to which they could be erected under the existing law. If they did they were defying one of the first principles of sanitation. If they overcrowded the city it could not and would not be healthy for the inhabitants, and they must suffer. He ventured to predict that if the colonists in this colony did not arise to a sense of the situation and prevent the houses in Queen's Road and elsewhere from being built to these ridiculous heights, they would most assuredly regret it, for the day was surely coming when all these houses would be raised to seventy-six feet in height, everyone of them. The colonists would then have to take them down, and they would find that it was a question not of days, but of years, and that compensation would have to be paid for every house in Queen's Road from one end to the other. He used the term colonists, and by that meant every person living in the colony, whether official or unofficial. It was one of the watchwords of wise statesmen not to legislate ahead of public opinion, and if that was true of any form of legislation it was preeminently true of legislation in sanitary matters. No Government was ever willing to enact drastic sanitary legislation unless backed by a considerable share of public opinion. He appealed to all men who would sit down quietly and look a few years ahead—not one year or two years, but fifty, sixty, and a hundred years. This colony of Hongkong was only a new market in case of a slump.

CROSS-SUMMONS.

Ling Ah Sung charged Mr. Hill and Mr. Kennedy for assault. These gentlemen summoned Ling with using abusive and insulting language and he denied the assault. Mr. Hill sworn, said that the defendant caught hold of the head of a pony he was about to drive, nearly throwing the whole lot over the wall into the nullah; he got down and took him into the office. Neither he nor Mr. Kennedy struck the defendant. Mr. Kennedy said, that he had been sick and heard the rumpus while lying on the verandah. He did not hit the man. The case against Messrs. Hill and Kennedy was dismissed. Ling Ah Sung was bound over in \$100 to keep the peace. In this case Ling appeared tastefully arranged with his right hand in a sling; this was where he was struck. If Mr. Hazelton had inspected the injury more closely, he would have noticed the hand and wrist had been carefully blistered.

THE PLAGUE.

Number of cases reported (Chinese.....1,495 till noon of the 27th) Other Asiatics 46 June, 1901 ..... Europeans 25 Number of cases reported (Chinese.....3 Other, Asiatics 0 during the past 24 hours (Europeans.....0 Total number of cases reported to date 1,481

Number of deaths reported (Chinese.....1,369 till noon of the 27th) Other Asiatics 32 June, 1901 ..... Europeans 9 Number of deaths reported (Chinese.....3 Other, Asiatics 0 during the past 24 hours (Europeans.....0

Total number of deaths recorded to date 1,413 Since noon on Saturday last the cases and deaths are:—

Cases Chinese .....	56
Other Asiatics .....	0
European .....	2
Total .....	58
Deaths Chinese .....	58
Other Asiatics .....	1
European .....	0
Total .....	59

All the Europeans now in Kennedy Town Hospital are progressing favourably.

Mrs. Primrose is doing well and is past the critical period.

FOOCHOW NOTES.

FOOCHOW, June 22nd. The fire on Wednesday night between Mr. Melnikoff's house and two garden was not a very serious affair, though there was a good deal of noise in connection with the moving of fire engines to the spot.

In accordance with time honoured custom

about this period of the year the river is full to overflowing and the bridges are impassable. The Race Course and Recreation Ground are under water, as is also much of the low lying land about, but there is no great depth of water and the paddy fields appear to have no more, so far, than they can comfortably manage with.

Mr. G. L. Bas Rickman, lately Acting Deputy Commissioner of Customs at this port, is voluntarily retiring from the service and going home. No one can gainsay the actions of the I.C., but it does appear somewhat hard that 21 years good service should have met with no recognition when the opportunity presented itself, and that Mr. Rickman should be driven to adopt the only course left open to him, namely to resign. It is with regret we part with him, and the circumstances under which he is going make his leaving us doubly regrettable. In his official capacity he was always courteous and obliging, and socially he was very much liked and made many friends. He leaves with Mrs. Rickman and his family by the German Mail to-morrow and the good wishes of the community will go with the travellers.

Our new Deputy Commissioner of Customs is Mr. F. W. Maze, and whatever may be passing in our minds about the iniquity of overlooking the merits of long good service as intimated in the above note, this appointment of the I.C. will find favour with this community, who have not yet already done so.

We have to congratulate Mr. G. H. MacGregor, Superintendent of the Joint Telegraph Companies here, on his promotion. He leaves for Banjowangie to-morrow and we wish him Bon voyage.

The business passing in the Tea market has been small this week as compared with last year and previous years at this early period of the season. Prices for Congou are easier, but the tea-men must lower them yet considerably before the normal daily June transactions can be expected to take place.—*Echo*.

THE SONG OF THE SINGAPORE DRAIN.

(DEDICATED, WITHOUT PERMISSION, TO THE MUNICIPAL COMMISSIONERS OF SINGAPORE.)

Now sing we a song of the Singapore Drain, And of all the foul gases it oft does contain, Which are wasted towards us again and again. (In the drest of weathers and also in rain). Though the Singapore folk are heard to complain,

It is needless to say they do so in vain: Though the Doctors—wise men, who are perfectly sane!—

Have often declared that these drains are a base,

Bringing Typhoid and Typhus and bad germs in their train,

Still the Municipality sneer in disdain,

And in forcible language are heard to maintain,

That it's best those foul ditches should ever remain,

That the odours arising by street and by lane Are warranted harmless and good for the brain, And much more do they say in a similar strain, And before very long, they do make it quite plain,

You may say what you like again and again, And waste your wise words for there's nothing to gain,

And at last you decide you had better refrain.

CASSIO.

[Cut (without permission) from the *Singapore Free Press* and re-dedicated (also without permission) to the Hongkong Government.

For Singapore read Hongkong, and for

Municipality Government, *H.K.T.*

AT THE MAGISTRACY.

OPPIUM CASES.

There was a fair business doing in opium cases this morning at the Magistracy, which was fully maintained, fines on the upward grade. Cheung Im \$100 or 2 months hard labour. He was prepared to do it.

Lo Oi \$100 or 2 months, settled up on differences. So Man also was able to save the "Knock" and paid \$75.

In face of these fines we are of opinion the colony, but it was going to grow into a very

THE CHEFOO-WEI-HAI-WEI CABLE.

A Parliamentary paper just issued gives a copy of the agreement entered into on April 23rd between His Majesty's Government and the Eastern Extension, Australia, and China Telegraph Company for the provision and working of a submarine cable between Chefoo and Wei-hai-wei, together with a copy of the Treasury minute on the subject. This minute notes the need for telegraphic communication with Wei-hai-wei, which was apparent soon after its occupation, and became still more urgent in view of the events of last year. In the course of the negotiations the Eastern Extension Company intimated that it had been asked by the local Chinese Telegraph Administration to extend its cables to Chefoo and Taku, and that, if this extension were made, communication with Wei-hai-wei could be effected by the laying of a comparatively short cable thence to Chefoo. The terms offered by the company were accepted by the Government, which requested the company to lay the new line as rapidly as possible. It was opened for working on Sept. 5th last year. We (*New Press*) may quote:—

The present agreement recites the arrangement explained above, and provides for the payment to the company of the sum of £16,000 for the construction and laying of the cable within three months of the approval of this contract by the House of Commons. It also provides for an annual payment of £4,000 to the company for working the cables on behalf of His Majesty's Government so long as they may so work it, and maintain the connection between it and the Taku-Chefoo-Shanghai cable. His Majesty's Government will pay for any repairs required to the cable. The agreement further stipulates for the employment of British staff at Chefoo and Wei-hai-wei, and for the transmission of all traffic between these places, Shanghai and Hongkong as far as possible by British staff. His Majesty's Government undertakes to protect the company during the working of the cables, and to use its best endeavours to secure from the Chinese Administration the due fulfilment of its engagements with the company so far as they relate to the Taku-Chefoo-Shanghai cable, or to matters arising out of this agreement.

JUNO 22nd.

Mr. Rattenbury, now in Hongkong, takes command of the *Diamante*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer, of that ship.

Mr. Johnstone, 2nd and 3rd officer of the *Esmeralda*.

JUNO 24th.

Mr. Gibson, chief officer of the *Haitian*, has been transferred to the *Hailsong* in the same capacity.

JUNO 25th.

Mr. Fraser ex 3rd mate of the *Diamante* is promoted 2nd mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Hailsong*.

Mr. A. B. Shore is acting chief officer of the *Haitian*.

Mr. C. Walker, late 3rd officer of the *Haitian*, is promoted 2nd officer of the *Haitian*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Haitian*.

Mr. Fairfield, has been appointed supernumerary 2nd officer of the *Haitian*.

JUNO 26th.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 27th.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 28th.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 29th.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 30th.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 31st.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 1st.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 2nd.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 3rd.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J. Carter, chief engineer, J. Runcie, and M. Murray, 3rd E. Maquire, 4th J. Smythe, chief steward J. Wilson.

JUNO 4th.

The officers of the s.s. *Tsinay* are, Captain O. Anderson, chief officer, C. Webb, 2nd & A. Burn, 3rd & J

## Mails.

NISSON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
KAWACHI MARU { KOBE and YOKOHAMA } FRIDAY, 5th July, at  
J. S. Thompson Daylight.

IDZUMI MARU\* { VICTORIA, B.C. and SEATTLE; U.S.A., VIASHANGHAI, MOJI, KOBE } MONDAY, 8th July, at  
M. J. Curnow and YOKOHAMA 4 P.M.

WAKASA MARU { MARMESSES, LONDON & ANTWERP, VIA SINGAPORE, PENANG } FRIDAY, 12th July, at  
J. B. McMillan COLOMBO and PORT SAID Daylight.

HIROSHIMA MARU { MOJI, KOBE and YOKOHAMA } TUESDAY, 16th July, at  
T. Murai Noon.

BINGO MARU { KOBE and YOKOHAMA } FRIDAY, 19th July, at  
F. Davies Daylight.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager. [16]

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
Thursday, 4th July, at Noon.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

HONG KONG MARU { via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu } Tuesday, 30th July, at Noon.

NIPPON MARU { via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu } Saturday, 24th Aug., at Noon.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellence accommodation. First-class Table, DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 48 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DVEA and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 26th June, 1901. [14]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th July, Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Packages will be received at Office until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent

Hongkong, 11th June, 1901. [14]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points.

For further Rates of Freight and further Information communicate with or apply to ALLAN CAMERON,

General Agent

or to

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 21st June, 1901. [15]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

LOWTHER CASTLE\* about 2nd July

HUDSON\* about 1st Aug.

JUPITER\* S/AM/SA\*

Calling at MANILA.

For Freight and further Information, apply to DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 11th June, 1901. [14]

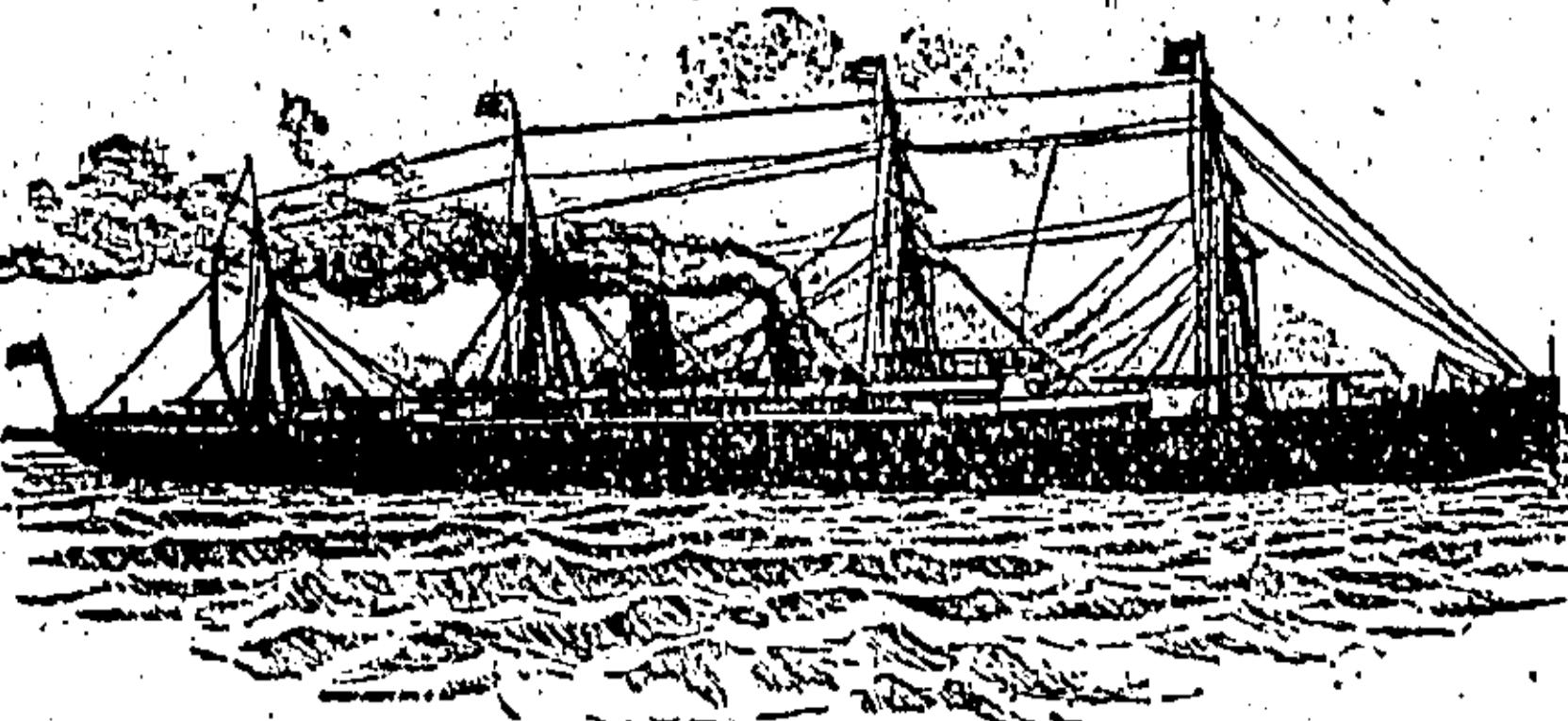
SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 21st June, 1901. [15]

HONGKONG, 11th June, 1901. [14]

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 31st July, at Noon:
"GAELOC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIO"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passenger holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

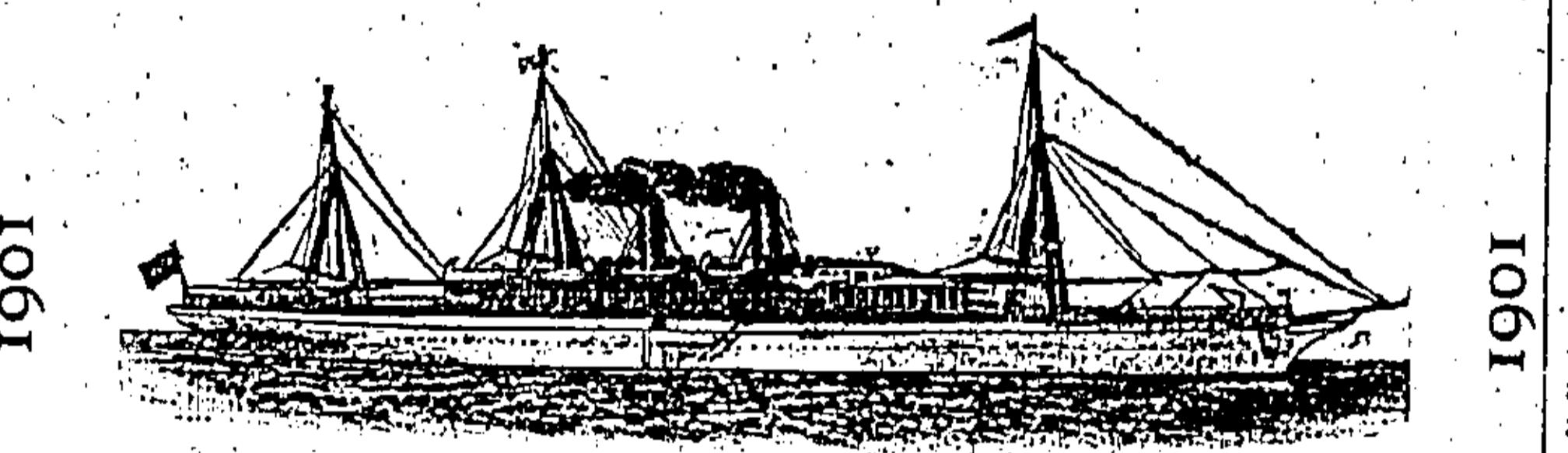
For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,

Acting Agent. [1]

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.



1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 17th July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further Information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street. [13]

Hongkong, 26th June, 1901.

THE Steamship "DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th June, 1901. [1675c]

THE OSAKA SHOSEN KAISHA, LIMITED.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 28th June, 1901. [166c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "DAIMANTE,"

Captain J. Rattenbury, will be despatched as above TO-MORROW, the 29th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 28th June, 1901. [166c]

FOR MANILA.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

For further Information, apply to THE Company's Steamship.

Hongkong, 28th June, 1901. [166c]

FOR CHINA.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

For further Information, apply to THE Company's Steamship.

Hongkong, 28th June, 1901. [163c]

TRANS-PACIFIC SERVICE.

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "KAISSOW,"

Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON &amp; CO., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. [1676c]



